

retainer

### Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

#### Listing of Claims:

1. (Currently amended) A scooter engine ~~having, comprising:~~  
a valve lifters (33) interposed between intake valves (16) and a first cam shaft (31), as well as between exhaust valves (17) and a second cam shaft (32), with ~~the~~ an axial line (C) of a cylinder (7) extending toward ~~the~~ a front part of ~~the~~ a vehicle body, ~~wherein ; and~~  
a stopper (42) ~~is disposed in the cylinder (7) in the location opposite to a top face (33a) of the valve lifter (33) opposing a top face of the valve lifters provided such that the stopper is secured removably in the cylinder and a gap is maintained between the top face and the stopper when a circular base area on the cam shafts is cam-engaged with the top face of the valve lifter.~~
2. (Currently amended) The scooter engine according to Claim claim 1, wherein shims (44) are interposed between the intake valves (16) and the exhaust valves (17), and internal bottom faces of the valve lifters (33).
3. (New) The scooter engine according to claim 1, wherein a spring urges the intake valves and exhaust valves to a closing direction.
4. (New) The scooter engine according to claim 1, wherein the intake valves and the exhaust valves are constructed symmetrical relative to the axial line.
5. (New) The scooter engine according to claim 1, wherein first and second cam shafts are rotatably attached by a cam cap.
6. (New) The scooter engine according to claim 1, wherein the stopper is located below an exhaust can shaft bearing.
7. (New) The scooter engine according to claim 1, wherein the valve lifters are shaped as a bottomed cylinder.
8. (New) The scooter engine according to claim 1, wherein the valve lifters are fitted into valve lifter guide holes.
9. (New) The scooter engine according to claim 8, wherein the valve lifter guide holes are formed on the axial line along with the intake valves and the exhaust valves.
10. (New) The scooter engine according to claim 8, wherein the valve lifter guide holes open to a cam accommodating spaces.

11. (New) A scooter engine, comprising:

valve lifters interposed between intake valves and a first cam shaft, as well as between exhaust valves and a second cam shaft, with an axial line of a cylinder extending toward a front part of a vehicle body;

a stopper opposing a top face of the valve lifters provided such that the stopper is secured removably in the cylinder and a gap is maintained between the top face and the stopper when a circular base area on the cam shafts is cam-engaged with the top face of the valve lifter; and

means for urging the intake valves and the exhaust valves in a closed position.

12. (New) The scooter engine according to claim 11, wherein shims are interposed between the intake valves and the exhaust valves, and internal bottom faces of the valve lifters.

13. (New) The scooter engine according to claim 11, wherein valve lifter guide holes open to a cam accommodating spaces.

14. (New) The scooter engine according to claim 11, wherein the intake valves and the exhaust valves are constructed symmetrical relative to the axial line.

15. (New) The scooter engine according to claim 11, wherein first and second cam shafts are rotatably attached by a cam cap.

16. (New) The scooter engine according to claim 11, wherein the stopper is located below an exhaust can shaft bearing.

17. (New) The scooter engine according to claim 11, wherein the valve lifters are shaped as a bottomed cylinder.

18. (New) The scooter engine according to claim 11, wherein the valve lifters are fitted into valve lifter guide holes.

19. (New) The scooter engine according to claim 18, wherein the valve lifter guide holes are formed on the axial line along with the intake valves and the exhaust valves.

20. (New) A method for manufacturing a scooter engine, comprising:

interposing valve lifters between intake valves and a first cam shaft, as well as between exhaust valves and a second cam shaft, with an axial line of a cylinder extending toward a front part of a vehicle body;

positioning a stopper opposing a top face of the valve lifters such that the stopper is secured removably in the cylinder; and

maintaining a gap between the top face and the stopper when a circular base area on the cam shafts is cam-engaged with the top face of the valve lifter.